Shipboard: the 19th century emigrant experience

Shipboard brings to life the experience of the long voyage to Australia undertaken by thousands of emigrants in the second half of the 19th century.

It focuses on personal and collective experiences of the journey from the United Kingdom to Australia through personal diaries, sketches, published ships’ newspapers and ephemera, drawn from the vast collections of the State Library of NSW.

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Sketches made during a voyage on the sailing ship Parramatta, 1873-1874 / by George Sydney Waterlow
About this item: Ship "Eaton Hall". Inscription on back of photo reads: [sic] "Migrants from England to Australia aboard the "Eaton Hall". One representative of each family was below decks cooking or arranging a meal, all the others and some crew are on deck" - On board ship en route to Australia
Migrants from England to Australia aboard the "Eaton Hall"


"Migrants from England to Australia aboard the "Eaton Hall""
P&O company steamer "Britannia" leaving Circular Quay - Sydney, NSW

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P&O company steamer "Britannia" leaving Circular Quay - Sydney, NSW
On Saturday, July 12th, 1879

Advertisements.

LOST.—A Silver-mounted Briar-root Pipe, stamped “Trinidad,” has been dropped near the after hatch. Favour is requested to return it to the Editor.

FOUND.—A large number of lit’s, which have evidently been dropped by some of the passengers. The owner can have the same by paying the (H) expense of this (H) advertisement.

Humorous.

OYSTER SAUCE.—Two score “Natives” were brought on board at St. Vincent, some of whom were seen on deck, selling their shells.

On the morning of the 26th ult. it was discovered that the steward was short of eggs, and the ship was ordered to “lay to.”

The sailors may well be reduced to bare legs when they leave hose on the deck every night.

St. Vincent.

On the morning of June 26th, the “Garonne” dropped anchor off St. Vincent, Portuguese Island, latitude 35° 30’ S., longitude 23° 45’ W., 1 minute, 15 seconds, W.

The British war vessel “Pactolus” was in the bay with a mail steamer on the point of proceeding to Europe, and a Portuguese mail steamer and guard ship, coming from Cadiz. The “Garonne” was soon visited by a number of boats, the clothing of whose crew consisted of the native dress of the islands, viz., a cocked hat and a pair of spats—most others in attache skins directed over colour coats in the blue waters of the bay. Party after party of passengers were soon on their way to “terra firma,” each boat bearing a number of8.

The opinions of the British expressed by visitors on their return were almost as varied as varied by the visitors themselves, one gentleman summing up all in the words—Manners. None. Customs. Objectionable.

For our part, the place furnished ample objects of interest for one brief two hours stay, and the white embattled walls, the water carriers, and the scenes of the various wells gave an oriental tone to all we saw which was not otherwise not worthy of comment.

The exterior of the houses were invariably clean, nor did the aspect of the coloured inhabitants give ground for complaint, the Negresses in their gay blue dresses and shawl giving colour to a scene which through the absence of bright hues in the background required this relief.

As may have been expected the officialdom of the place seemed all asleep, the government house was closed, the barracks square empty, the sentry boxes everywhere without centres, and even the post office shut up, though we were assured that it was open sometimes. Few could fail to be struck by the erect and dignified bearing of the coloured inhabitants, and there were few others seen in the streets.

The custom of carrying burdens upon the head, and especially vessels of water, induces an erectness of the head and general graceful ness of carriage invariably met with under similar circumstances.

Bananas and pine apples brought from the neighbouring and more fertile island of St. Antionio, were plentiful though not particularly fine.

The islands are of volcanic origin, and vegetation appears to be conspicuous by its absence, except for a few low growing trees planted round the central square, and along the road to the hospital a plain road bulking in the background, and nearly the base of the rugged hills, against which (as seen from the sea) the white houses of the town stand out in clear relief.

In the course of the day a French steamer came into port from some of the South American States, andailing the yellow quarantine flag.

The coming of the “Garonne” went on all night, to the delight of those of us who happened to have a steam which over our heads, or one of the slums of the rest houses near our cabin.

We were probably all glad enough to see the “man the brother” vanish from our vision, and the rocks of St. Vincent fade from our view as once more we steamed into the wide Atlantic, our thoughts now fixed on the Cape of Good Hope, as we had so lately hung up St. Vincent, for “man never is always to be blest.”
The "Garonne" journal. 

Call # 910.42/G No.1-no.3 (1879) 

Digital ID: a5323001 

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THEATRE ROYAL,
S.S. "GARONNE."

PROGRAMME
JULY, 1879,

The performance will commence at 8.30 with

A REGULAR FIX.

Mr. Hugh de Brax ... Mr. F. Dutton
Mr. Surplus (A Lawyer) ... Mr. Dilworth
Charles Surplus (his Nephew) Mr. H. O. Jones
Abel Quick (Clerk to Surplus) ... Mr. H. Croft
Smiler (A Sheriff's Officer) Mr. E.W. Sandford
Porter ... ... ... "
Mrs. Surplus ... ... Mrs. Whall
Emily ... ... Mrs. F. S. D. Broughton
Mrs. Deborah Carter (Housekeeper to Surplus) Miss Eaton
Matilda Jone ... ... Miss Rogers

A HAPPY PAIR.

Mr. Honeyton ... ... Mr. F. Dutton
Mrs. Honeyton ... Mrs. F. S. D. Broughton

The Prologue is written by the Right Rev.
Bishop Selwyn.

PRICE SIX-PENCE.
The "Garonne" journal. 

[S.l.] : Printed on board the S.S. "Garonne" by R.W. Comley

Call # 910.42/G No.1-no.3 (1879) [12]

Digital ID: a5323005

View collection item detail [15]
Ticket for transport of Mr Anderson and family and Thomas Robertson from Glasgow to Port Phillip, 18 October 1852

![Ticket Image]
William J. Jenkin's Passenger ticket, 31 May 1878


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